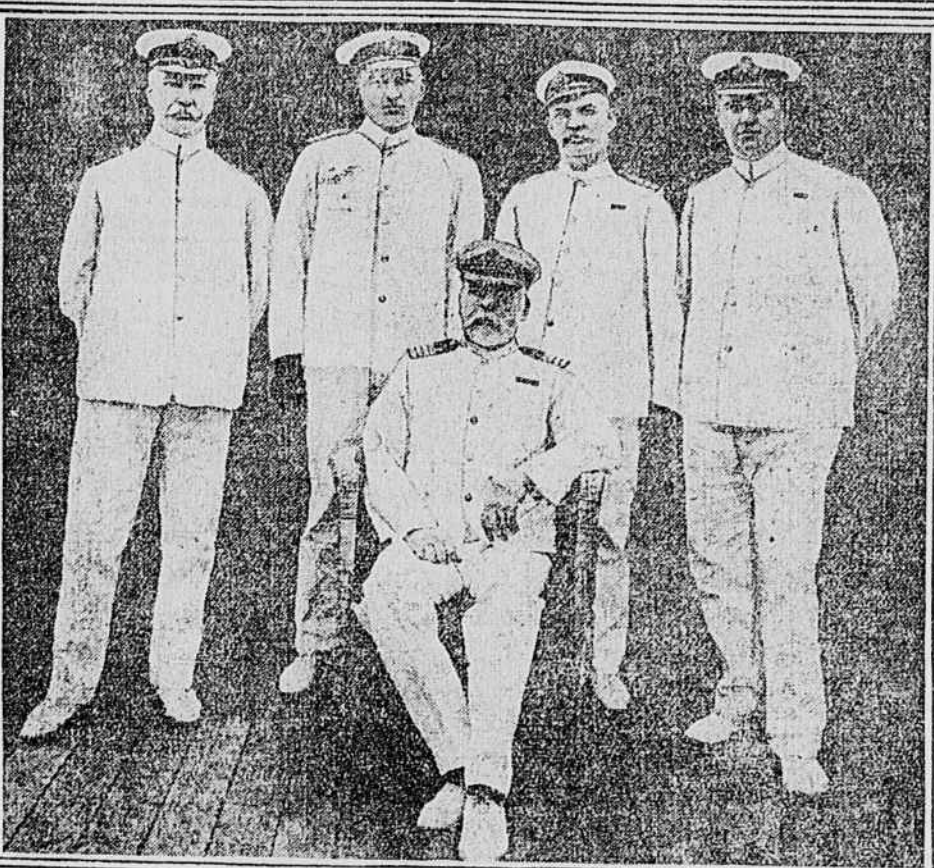




## QUEEN OF THE SEA'S AWFUL FATE ON HER FIRST TRIP OUT



The Captain and Officers of the Titanic.—From Left to Right, Dr. W. F. N. O'Laughlin, H. T. Wilde, Chief Officer; Chief Engineer Fleming; Purser McElroy.—Seated, Capt. E. J. Smith.

Now that the first shock of the Titanic disaster, with the suggestion of wild rumors which it brought, has given place to something like certain knowledge of what occurred on the terrible night that the giant liner plunged to the bottom of the sea, the following complete narrative of the wreck, with the events that preceded and followed it, is rendered most timely. With its swift alternations of scenes of horror and heroism, of grim struggles for life and awful sufferings, it is probably the most dramatic true story of the sea ever written. It is printed at the request of many readers.

THE giant Titanic of the White Star Line, the biggest ship afloat when she sailed from Southampton, England, on April 10, on her maiden voyage to the Port of New York, lies to-day a broken wreck, 2,700 fathoms beneath the ocean's surface, some 800 miles from shore off the great Newfoundland Banks. The ship that was unshakable, in the minds of her makers and the men that ran her, has been sunk. The Queen of the Seas is less to-day than one of her lifeboats which bob up and down on the broken surface of the Hudson River, safe between the piers of the White Star Line.

And in her sinking the Titanic exacted greater toll than humanity ever before had been made to pay for its efforts to conquer the sea. Of the 2,340 persons composing passengers and crew of the big liner, only 705 ever reached this port. More than two-thirds of those who embarked on the Titanic for her maiden journey—1,635 persons exactly—went down with her when she snubbed her nose beneath the waves, quivering an instant, half above and half below the surface, and then started her downward plunge to the bottom, nearly two miles below.

Since then the cable ships Mackay-Bennett and Minia have been at the scene of the wreck searching for bodies. Some have been identified by articles in the clothing and are now on their way to Halifax aboard the Mackay-Bennett. Altogether 205 had been picked up last Thursday. The steamship is due there this morning. Others were recommended to the sea after it had been found that they were unrecognizable. The Minia will remain at the scene of the disaster for some days to come, and it will not be until there is a fair certainty that everybody recoverable has been found that the search will be abandoned.

It was collision with an iceberg which caused the destruction of the Titanic, and those who would moralize over the great ship's loss can see in such a meeting the hand of Fate, which required the greatest example of man's handiwork afloat on the sea to point its protest against his ambition. For it seems certain that nothing less than an iceberg could have withstood collision with the enormous Titanic. Than her no ship which sails the sea was better prepared to meet unexpected encounters with others. Even a war vessel, the heaviest Dreadnought, probably must have succumbed to the rushing impetus of the monster Titanic had they jostled each other in the narrow lanes of the ocean.

It had to be something greater than any ship afloat to sink the Titanic, and that something was supplied in the tremendous berg, eight-ninths of whose bulk skulked beneath the waves while it presented a paltry lump of ice, some 120 feet in height to do combat with the steamship.

It is thirteen days since the Titanic sank—fourteen since she plunged into the berg. Through many of those days her owners and those who waited ashore for news of dear ones aboard the big liner were forced to be con-

tent with meagre wireless accounts of the accident. In the Titanic's passenger list were such names as Col. and Mrs. John Jacob Astor, Major Archibald Butt, military aid to President Taft; James Clinch Smith, Dr. Washington Dodge, Assessor of Port, San Francisco; Mrs. Dodge and child, Sir Cosmo and Lady Gordon Lennox, Charles M. Hays, President of the Grand Trunk Pacific of Canada, his wife and daughter; W. T. Stead, Benjamin Guggenheim, F. D. Millet, the artist; G. D. Widener of Philadelphia, Countess Rothes, Mr. and Mrs. Isidor Straus, J. B. Thayer, Vice President of the Pennsylvania Railroad, his wife and son; T. D. M. Cardeza, Clarence Moore of Washington, Robert W. Daniels of Philadelphia, J. Bruce Ismay, President of the International Mercantile Marine Company, owner of the line; Henry B. Harris, the theatrical manager, and Mrs. Harris; Thomas Andrews, designer, and Archie Frost, Chief Engineer for Harland & Wolff, the Titanic's builders.

Many of these and of the others aboard the Titanic had postponed or advanced their dates of sailing from Europe, in some instances paying large bonuses, for the privilege of making the Titanic's maiden voyage. For many of these passengers there was interest felt ashore, and inquiries were made not only by members of their families and by friends, but by persons connected with them in business or whose fortunes would be influenced by their life or death.

For such anxious inquirers there were many hours of suspense before even a partial and inaccurate list of the survivors was wireless ashore from the Cunarder Carpathia which rescued all of the Titanic's passengers who were saved. From this, lists of those who had gone down with the steamship were devised, and later, when bodies were found floating on the scene of the wreck, lists of those who had been identified were made.

Meantime the Carpathia, most anxiously awaited of all ships which were nearing the Port of New York, brought in her cargo of survivors, and with them the first authentic story of the wreck, of how the great ship had struck, of what occurred aboard her after her bottom plates had been ripped off by contact with the iceberg, and her fifteen water-tight compartments had begun to fill, of how the order was given to take to the boats and of how it was fulfilled, of the conduct of officers and crew and of passengers, especially that of those whose names were famous throughout the world, of how the lifeboats were launched and of the long hours of waiting in these cockleshells while the Carpathia was steaming at extraordinary speed from many miles away. News of all this the Carpathia brought, but mostly it was told by rescued passengers, still too excited to give more than impressionistic accounts of what had befallen the giant ship and them.

The stories varied widely and in their variances revealed how different may be the impressions received in different minds by the one occurrence. In the main features the recollections of a majority agreed. In detail they differed, one from the other, as the imagination of one who recounted them differed in quality from that of another.

It was not until the United States Senate undertook an inquiry into the cause of the disaster that testimony was obtained from which the actual facts of the Titanic's sinking could be gathered. That inquiry is still under way. As yet no blame has been fixed for the worst marine catastrophe in recorded history, but facts have been brought out in the testimony of officers of the ship, in the tales of survivors, and in the records of wireless

messages, sent and received, from which an accurate account of the loss of the Titanic, of the circumstances of her encounter with the berg, of the efforts made to save the ship, and of the death of the many and the saving of a few, can be constructed.

### THE FATAL VOYAGE

Lasted Just Five Days and Ended Two Miles Beneath Atlantic's Surface

THE TITANIC sailed from Southampton, England, on Wednesday, April 10. Scarcely had she drawn out of her berth when she narrowly escaped collision with the American liner New York, which was yanked from her moorings, her hawsers snapped, by the tremendous suction exerted by the new steamship. The great Titanic drew the New York toward her as an iron filing is drawn to a magnet, and the smaller vessel floated, helplessly, stern first, down on the glaciers of the seas.

Her passengers lined her decks on the side off which the New York lay, laughing with pride that they were aboard such a ship, when they learned that it was the Titanic's suction which had strained the New York from its moorings. That the narrowly avoided collision was prophetic of that other collision in which the Titanic was to play the part of the pigmy could not have entered the mind of a single person aboard.

Then the big steamship gathered headway again, moving slowly while she was in range of other shipping, that the occurrence of the New York might not be repeated, but increasing her speed as she left the shore behind until finally she was racing through ocean waves, cleaving to a line which her navigators had laid down for her, off at last on her maiden journey with New York as her goal.

News of her starting was cabled to that city and the departure from England of the greatest steamship in the world was heralded far and wide. For several days there could be no news of her. She might speak other ships bound for foreign ports, or ships headed as she was yet which must bow to her superior speed and

The Titanic as She Was When She Started on Her Tragic Voyage.

follow her wake up New York Harbor, but no word could come from them sooner than from the Titanic herself. New York settled down to await the first report from the big ship, and it came on Sunday, April 14, when, at 2:15 A. M., the Titanic was reported 1,284 miles east of Sandy Hook and due in New York at 4 o'clock Tuesday afternoon.

The giant liner was no four-day boat. In speed she could not compete with the Lusitania or Mauretania, though to no others need she yield, but New York was content to wait for the coming of the greatest ship afloat.

The report from the Titanic would come on Sunday in time for publication in the newspapers of Monday morning, and should show her 500 miles or more nearer New York. That was the message which was awaited. Instead, late on Sunday night, this is the message which came:

CAPE RACE, Newfoundland, Sunday night, April 14.—At 10:25 o'clock to-night the White Star Line steamship Titanic, called "C. Q. D." to the Marconi wireless station here and reported having struck an iceberg. The steamship said that immediate assistance was required.

Half an hour afterward another message came reporting that they were sinking by the bow and that women were being put off in the lifeboats.

The weather was calm and clear, the Titanic's wireless operator reported and gave the position of the vessel as 41.40 north latitude and 50.14 west longitude.

The Marconi station at Cape Race notified the Allan liner Virginian, the



Capt. A. H. Rostron, Commander of the Carpathia, Which Rescued the Survivors.

Captain of which immediately advised that he was proceeding for the scene of the disaster.

The Virginian at midnight was about 170 miles distant from the Titanic and expected to reach that vessel about 10 A. M. Monday.

2 A. M. Monday.—The Olympic at an early hour this (Monday) morning was in latitude 40.32 north and longitude 61.15 west. She was in direct communication with the Titanic and is now making all haste toward her.

The steamship Pacific also reported herself as about 200 miles east of the Titanic and was making all possible speed toward her.

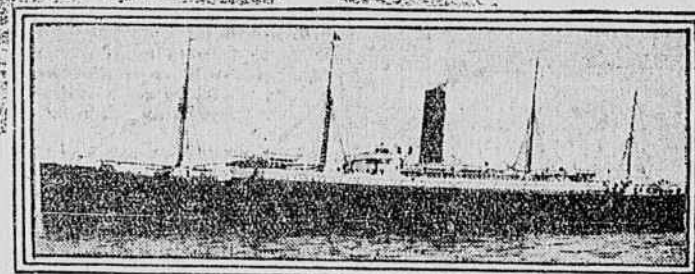
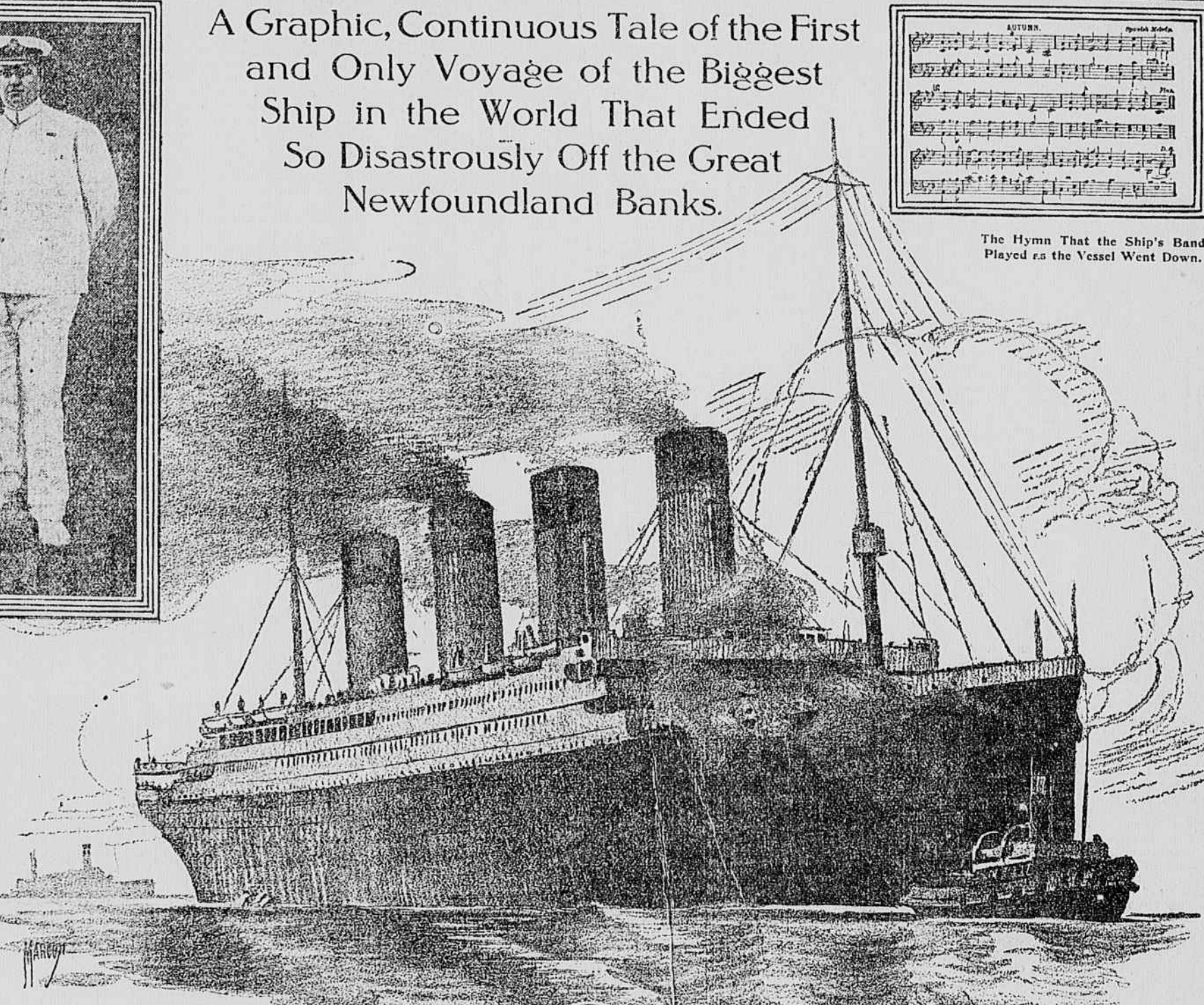
The last signals from the Titanic were heard by the Virginian at 12:27 A. M. The wireless operator on the Virginian says these signals were blurred and ended abruptly.

This was the first word of the disaster received in America. It was not until many days later that authentic news of the striking and sinking of the Titanic was received, and it became known how the accident had occurred.

Many of the facts were gathered from the testimony of J. Bruce Ismay, President of the International Mercantile Marine; Second Officer Charles Herbert Lightoller of the Titanic, and Harold Bride, the Marconi operator aboard the Titanic, which was given



The Hymn That the Ship's Band Played as the Vessel Went Down.



The Carpathia, Rescuer of the Survivors.

before the Senate Investigating Committee.

Their statements established the fact that it was a clear, cold night when the Titanic plunged into the iceberg. The big vessel had been four days on her way. Such passengers as had been unacquainted when the steamship left port, had established the cordial relations which usually exist among fellow passengers on an ocean voyage. Dinner was over and there were groups of carefully gowned women and men in evening clothes in the saloons. The smoking rooms were filled. There were games of bridge and other hazards at cards in progress.

Outside the temperature had been falling rapidly as the Titanic drew nearer and nearer to the ice floes from the midst of which rose the group of icebergs on one of which the great ship was to strike. Tests of the water had been taken every two hours throughout the day and evening, but these as yet had failed to show a dangerous proximity to the ice field. The officers were not alarmed, and in the mind of no passenger, probably, was there a thought of danger. The Titanic, they believed, was unshakable.

The big ship was plowing ahead at good speed, and Second Officer Lightoller, who had taken the bridge at 6 o'clock, was still on duty. It was early evening. In the crow's nest were Seamen Flint and Leigh, keeping a sharp watch ahead, for though the iceberg fleet was not dreaded, it was known to be near at hand. There were no other lookouts except the men on the bridge.

At 8:55 o'clock Capt. E. J. Smith mounted the bridge and consulted with his second officer. The ship was making twenty-one or twenty-one and a half knots. The weather was fine and clear. A myriad stars dotted the heavens.

Capt. Smith spoke with Lightoller of the ice fields into which they were running and of the great icebergs there. Wireless warnings of the existence of these fields and bergs and of their location had been received by the Titanic from her sister liners, the Olympic and Baltic, from the Hamburg-American

liner Amerika, and from other liners. Capt. Smith was serious but not alarmed. He had been amply warned, and if other ships could have traversed the field in safety, surely the giant Titanic could make the passage.

He ordered Second Officer Lightoller to keep the Titanic on her course, but to notify him if there arose the slightest doubt as to conditions. Then he left the bridge at 9:25 o'clock.

Thirty-five minutes later Chief Officer Murdoch relieved Lightoller on the bridge. The weather held fine and clear, though cold. The temperature was 31 degrees, but was not considered abnormal for the region in which the Titanic was. The men discussed the ice fields and bergs which the ship was approaching, and decided that they probably would encounter them in about an hour. Their estimate was not far wrong in view of the uncertainty as to the exact location of the fields which were constantly moving with the currents, for it was at 11:30 that the Titanic straggled over a submerged shelf of the berg, tearing away the steel plates of her bilge.

Two facts stand out prominently in the sinking of the Titanic. One is that had the look-outs in the crow's nest been equipped with binoculars the disaster might have been averted. The iceberg which sent the great liner to the bottom was sighted when there was yet time to turn the steamship sufficiently from her course so that the impact of collision was felt by the liner's starboard bow some twenty feet from the stem. The warning given a few seconds before probably would have allowed time for the Titanic to have been turned aside beyond the range of the berg.

The other fact is that many persons, most of them men, lost their lives needlessly. Not one of the lifeboats which pulled away from the sinking Titanic apparently went with a full cargo. Some of them carried less than half the number which might have found room in them. That this was so was the result of the desire of most of the men aboard to remain there till every woman had been removed.

(Continued on Following Page.)